

File FAC

ROUTING AND RECORD SHEET

SUBJECT: (Optional)

FROM: EXECUTIVE SECRETARY
SUGGESTION AND ACHIEVEMENT
AWARDS COMMITTEE
915 AMES BUILDING

EXTENSION

NO.

81-19

DATE

24 June 1981

TO: (Officer designation, room number, and building)

DATE

RECEIVED

FORWARDED

OFFICER'S INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

1. Chairman, Fine Arts
Committee
2D-00 Headquarters

For resolving of the
issue of funding between FAC
and OL.

Your earliest response
would be greatly appreciated.

3. Exec. Sec. SAAC
915 Ames

4.

5.

6.

7.

8.

9.

10. EXECUTIVE SECRETARY
SUGGESTION AND ACHIEVEMENT
AWARDS COMMITTEE

11. 915 AMES BUILDING

12.

13.

14.

15.

The Fine Arts Commission at its
meeting on 13 July declined to
allocate resources to this project.
The FAC continues to believe that
when OL resources are available,
the path between the Southwest
Entrance and the South Loading
Dock should be paved.

Bruce A. Johnson
Chairman, FAC

Southwest-South Loading Dock Entrance	SUGGESTION NO.
Change existing grass-worn path to Sidewalk	81-19

SENT METHOD

At present when an employee arrives at the Southwest Entrance at 7 a.m. the guards are just arriving to open the doors. Sometimes he waits 5 minutes, sometimes 15. Many anxious employees will walk down the beaten path between the mailbox and the South Loading Dock Entrance. On a rainy or snowy day this can be quite hazardous. There is a sidewalk around the area but employees tend to take the shortest distance between the two doors.

SUGGEST

I suggest that some form of sidewalk be poured on the path where the grass is worn and possibly a rail installed to prevent slips and accidents.

ADVANTAGES

1. Employees will arrive at their offices safely.
2. Less dirt and mud will be tracked into the Building
3. Time will be saved as employees are more likely to walk a short distance rather than wait the extra time for the doors to open.

1 244
(9)USE PREVIOUS
EDITIONSCONFIDENTIAL
CLASSIFY AS APPROPRIATE☐ DCL ☒ RVW 09 Oct 00

DRV _____ BY _____

(47)

2 JUN 1981

MEMORANDUM FOR: Chief, Real Estate & Construction
Division, OL

STAT FROM:

[REDACTED]
Chief, Headquarters Engineering Branch,
RECD/OL

SUBJECT: Path Between the Southwest Entrance
and the South Loading Dock Entrance,
Headquarters

REFERENCE: Suggestion 81-19

1. The referent suggestion indicated that a path between the Southwest entrance and the South loading dock entrance should be constructed into a permanent arrangement of sidewalk and stairs.

2. To gain background information on the pedestrian traffic in this area to insure that the permanent arrangement would be properly sized, the area was observed on two random occasions during the work week about a month apart from about 0630 hours until 0700 hours, when the Southwest doors are normally opened. During these periods, no one used the path. One person did pass the Southwest entrance going to the South loading dock, but he chose the longer route, using the existing sidewalk rather than the path. If a more permanent path were in being, this one individual probably would have used it.

3. The steady stream of early-arriving employees from the South parking lot went straight to the South loading dock so they appear to be well aware of when various entrances are active. The path may have been created by the people who park in the small parking lot near the Southwest entrance. The signs indicate that the twelve spaces are reserved at all times, and while only about ten of the spaces were observed to be occupied during the morning observation periods, none of the cars exhibited permits. The one individual who did pass the Southwest entrance probably parked on the perimeter road.

SUBJECT: Path Between the Southwest Entrance and the
South Loading Dock Entrance, Headquarters

4. In summary, the path bears very little traffic and only minimal permanent efforts are necessary. The walk can be narrow as there is no evidence that one person would have to pass another. On the other hand, it must be assumed that if the path is being used, it is occurring at night. A permanent arrangement should, therefore, be lighted. A painted crosswalk in front of the loading dock would be included, as well as the elimination of one of the parking spaces in the loading dock area to accommodate the end of the crosswalk and the beginning of the permanent path.

5. From HEB's investigation, this appears to be a project of limited functional use whose benefit may be more aesthetic in keeping with established standards of appearance at the Headquarters facility. Since HEB is generally not in the appearance end of the facilities business, it is requested that HEB be advised to terminate or continue efforts on this project.



STAT

ROUTING AND RECORD SHEET

SUBJECT: (Optional)

Suggestion 81-19

FROM: Bruce T. Johnson, Chairman
Fine Arts Commission
2D00, Hq.

EXTENSION

NO.

DATE 2 FEB 1981

TO: (Officer designation, room number, and building)

DATE

OFFICER'S INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

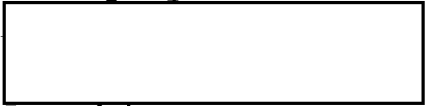
1. 02/10SD

3E-14, Hq.

3. P+PS/OL

2F-31

Recommend we adopt Sug.81-19. We can already see signs of a beaten path through the grass leading from the Southwest Entrance to the South Loading Dock Entrance, and there is no doubt that in time foot traffic along this route will kill the grass and leave an unsightly path. A properly designed concrete walkway, with steps and railings as necessary to suit the sloping terrain, would be far more attractive, to say nothing of the enhanced safety of those using the path. Funds for such purposes are always in short supply, but we should add the project to the list of building maintenance activities for which we are seeking funds and do the job as soon as resources can be made available. Meanwhile, the suggester should be commended for the concern shown for fellow employees.


Bruce T. Johnson
Ch/FAC